

EQ00-019
00V-102.00

Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Report¹

On _____, 2000, _____ [MFR] decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: DECEMBER 6, 2000

Furnish the manufacturer's identification code for this recall (if applicable): EQ00-019

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

POLAR TANK TRAILER, INC.
12810 County Road 17
HARRISBURG, MN 56340

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

STEVE SYMANIETZ
DIR MARKETING AND PRODUCT DEVELOPMENT
Telephone Number: (320) 746-2755 Fax No.: (320) 746-2937

Name and Title of Person who prepared this report.

STEVE SYMANIETZ
DIR MKT / PROD. DEV.

Signed: Steve Symanietz

¹Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. Jon White at (202) 366-5227 or by FAX at (202) 366-7882.

1. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): POLAR Model Years Involved: 1999 Model(s): ARJH-7500-1

Production Dates: Beginning: 3/99 Ending: 5/99

VIN Range: Beginning: 41-21251 Ending: 41-21260

Vehicle Type: ASPHALT Bodystyle: STRAIGHT ROUNO, ALUMINUM, INSULATED

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

RELATED TO TYPE OF HUB AND DRUM USED.
DOES NOT APPLY TO SPECIFIC TYPES OF TRAILERS.

Make(s): POLAR Model Years Involved: 2000 Model(s): ARJH-7500-1

Production Dates: Beginning: 1/00 Ending: 4/00

VIN Range: Beginning: 41-22020 Ending: 41-22029

Vehicle Type: ASPHALT Bodystyle: STRAIGHT ROUNO, ALUMINUM, INSULATED

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

SAME AS ABOVE. CUSTOMER SPECIFIED COMPONENT.

Make(s): POLAR Model Years Involved: 2000 Model(s): SRJ3-6300-1

Production Dates: Beginning: 8/95 Ending: —

VIN Range: Beginning: 41-22265 Ending: —

Vehicle Type: SANITARY Bodystyle: STRAIGHT ROUNO, STAINLESS STEEL, INSULATED

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

SAME AS ABOVE.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): POLAR Model Years Involved: 1999 Model(s): ARTH-7500-1

Production Dates: Beginning: 3/99 Ending: 3/99

VIN Range: Beginning: X1-21360 Ending: X1-21363

Vehicle Type: ASPHALT Bodystyle: STRAIGHT RUNNER ALUMINUM INSULATED

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

SAME AS ABOVE.

Make(s): POLAR Model Years Involved: 1999 Model(s): SCX9-5500-1

Production Dates: Beginning: 1/99 Ending: 2/99

VIN Range: Beginning: X1-21364 Ending: X1-21373

Vehicle Type: FERTILIZER Bodystyle: DOUBLE CONICAL STAINLESS STEEL NON-INSULATED

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

SAME AS ABOVE.

Make(s): _____ Model Years Involved: _____ Model(s): _____

Production Dates: Beginning: _____ Ending: _____

VIN Range: Beginning: _____ Ending: _____

Vehicle Type: _____ Bodystyle: _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

0.8137

JULY 1997 THROUGH FEBRUARY 2000

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

Model	Year	Number of Vehicles Potentially Involved
ARJH-7500-1	1999	10
ARJH-7500-1	2000	10
SXJ2-6300-1	2000	1
ARJH-7500-1	1999	4
SXJ9-5500-1	1999	10

Total Number Potentially Affected by the Recall:

35

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: 0.8136

Identify and describe how the recall population was determined—in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

TRAILERS RECALLED WERE MANUFACTURED BETWEEN
JULY 1997 AND FEBRUARY 2000 (DATES RELEASED
BY SEMMET). THE AFFECTED TRAILERS CONTAINED
A TIRE PRESSURIZING SYSTEM AND SEMMET
PRE-GREASED TRAILER HUBS.

III. Describe the Defect or Noncompliance

9. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

CONTAMINANTS ENTERING A TRAILER AXLE
HUB ON UNITS CONTAINING A TIRE INFLATION
SYSTEM AND GREASED CONNET HUBS.

Describe the cause(s) of the defect or noncompliance condition.

REFERENCE (C)(5) ON CONNETS NONCOMPLIANCE
REPORT.

Describe the consequence(s) of the defect or noncompliance condition.

HIGH AMOUNTS OF CONTAMINANTS ENTERING
SYSTEMS COULD RESULT IN OUTBOARD BEARING
FAILURE AND THE SEPARATION OF THE HUB
ASSEMBLY FROM THE WHEEL.

Identify any warning which can (a) precede or (b) occur.

BEARINGS RUNNING HOT AND/OR LOCKING UP.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

CONSOLIDATED METCO, INC. (CONNET)
P.O. BOX 83201
PORTLAND, OR 97283-0201

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

ROBERT EDSTROM (V.P. ENGINEERING)

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

SAME AS (c)(6) ON CONMET'S NONCOMPLIANCE
REPORT. NOTE: PALAR TANKS CUSTOMERS, PRIOR
TO THE RECALL, HAD NO ISSUES WITH THE
SYSTEM.

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

SEE CONMET FILE. A SERVICE BULLETIN WAS
RECEIVED IN MARCH OF 2000 DISCUSSING THE
NONCOMPLIANCE AND DISCONTINUING MFG OF THE
PREGREASED HUB. REPRESENTATIVES FROM CONMET
VISITED OUR FACILITY TO EXPLAIN THE ISSUE AND
SHOW VISUALLY THE DEFECT. AT THIS TIME THEY
REQUESTED CUSTOMERS AND CONTACTS TO REMEDY THE SITUATION
Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly. DIRECT

CONMET WAS SUPPLYING AN OIL BATH HUB
(WITH OIL) TO REPAIR SHOPS, CUSTOMERS, ETC.
TO REMOVE THE PREGREASED HUB AND INSTALL
AN OIL BATH HUB,

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

ALL PREGREASED HUBS IN POLAR'S INVENTORY WAS RECALLED (INCLUDING ANY INSTALLED ON TRAILERS ON OUR LOT). PREGREASED HUBS SENT BACK TO CONMET AND REPLACED WITH OIL BATH HUBS. EXISTING ORDERS WITH CONMET FOR PREGREASED HUBS WERE REPLACED WITH OIL BATH HUBS PRIOR TO SHIPPING.

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

- ON MARCH 14, 2000 A SERVICE BULLETIN WAS WRITTEN BY CONMET IDENTIFYING THE POTENTIAL PROBLEMS (SEE ATTACHED).
- ON MAY 16, 2000 CONMET SENT OUT A RECALL NOTICE FOR THE PREGREASED HUBS.
- POLAR HAD NO PROBLEMS WITH THE RECALL. CONMET HANDLED EVERYTHING, LITTLE TIME INVOLVEMENT ON OUR END.

VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.

Note that these documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

CONSOLIDATED METCO INC.

13940 NORTH RIVERGATE BLVD.
P.O. Box 83201 (97283)
PORTLAND, OR 97263-0201



The Leader in Lightweight Technology

PHONE: 503/288-8741
FAX: 503/240-5443

March 14, 2000

Dear PreGreased Trailer Hub Owner:

The attached service bulletin describes several maintenance issues relating to ConMet PreGreased trailer hubs. There have been instances where premature bearing failure has occurred due to contamination problems in the outer bearing. If the outer bearing of a PreGreased trailer hub fails, it can result in the hub assembly unexpectedly coming off the spindle causing serious injury and property damage. Contamination of greased wheel ends is to be more difficult to detect than in oil bath hubs when subjected to one or more of the following conditions:

- Tire inflation systems that use pressurized lines running through the hub that develop leaks.
- Leaking hubcaps combined with high-pressure washing which may force water and detergent into the wheel end.
- Vented axles where iron oxide (rust) from inside the axle tube may enter the wheel end system through the vent hole.

The attached service bulletin describes in further detail the recommended steps to address each potential problem. Your trailer hubs must be inspected at the earliest opportunity to assure it is safe to continue to operate. If you have any questions about these issues please contact Danette Miro or Dick Harr at ConMet Field Service, 1-800-547-9473.

Sincerely,

ConMet

Enclosures

Service Bulletin SB-01-00
Technical Bulletin ENG-01-00
Technical Bulletin ENG-02-00
PreGreased Maintenance Manual CMI-100M-199

CONSOLIDATED METCO INC.

503-286-5741
800-425-4827
FAX 503-240-5443

Manufacturers of



MAILING ADDRESS:
P.O. BOX 83201
PORTLAND, OREGON 97283-0201
PLANT:
13940 NORTH RIVERGATE BLVD.
PORTLAND, OREGON 97203

May 16, 2000

Mr. Steve Symanietz, Director of Marketing
Polar Tank Trailer Inc.
12810 County Road 10
Holdingford, MN 56340

Subject: Coordination of Recall Activities on ConMet PreGreased Trailer Hubs
NHTSA Recall Number 00E-019

Dear PreGreased Hub Customer,

For your safety, ConMet is conducting a recall on PreGreased trailer hubs when used with a tire inflation system. This recall is documented in the official recall notice included in this package. This letter is being sent to you as an OEM, so that we can coordinate the recall efforts and try to minimize everyone's work involved in meeting the requirements of a recall.

NHTSA Recall Number

The NHTSA Recall Number assigned to this campaign is: NHTSA 00E-019.
ConMet's Campaign Number is: CMI-00-01

Defect Information Report

According to the NHTSA Safety Recall Compendium (available on the Internet at www.nhtsa.dot.gov under "Recalls" and then "Safety Recall Compendium"):

"If an item of original equipment is determined to contain a defect.... each vehicle manufacturer must file a defect information report with respect to its vehicles containing that equipment."

To assist you in filing your defect information report with NHTSA, a copy of the Section 573.5 Defect Information Report that ConMet filed is attached. You will note that neither the customer section nor the part numbers have been filled out. For your 573.5 Defect Information Report, you will need to include the customers that you sold PreGreased hubs to on axles that included tire inflation systems. Only axles that had both PreGreased hubs and tire inflation systems are involved in this recall. You will also need to include the part numbers of the hubs that were installed on the axles with tire inflation systems.

Recall

May 2000
ConMet Campaign No. CMI-00-01
NHTSA Recall No. 00E-019
Subject: ConMet PreGreased Trailer Hubs Used with Tire Inflation Systems

Dear ConMet PreGreased Trailer Hub User:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

ConMet has determined that a defect, which relates to motor vehicle safety, exists in some Class 8 heavy-duty trailers built by several trailer manufacturers between July 1997 and February 2000 equipped with PreGreased trailer hubs and a tire inflation system.

The ConMet PreGreased trailer hubs may have an outboard bearing failure due to the intrusion of contaminants through the tire inflation system. If the outer bearing of a PreGreased trailer hub fails, it can result in the hub assembly unexpectedly coming off the spindle causing serious injury and property damage.

The modification consists of converting the PreGreased hubs to oil lubrication if the tire inflation system is to remain on the trailer. If the tire inflation system is removed, the hub must be inspected and appropriate maintenance performed before returning the vehicle to service.

ConMet will work with you to have your vehicle repaired free of charge (parts and labor) by your trailer dealer or your preferred maintenance facility. The work will require approximately one hour per wheel end. However, additional time may be required depending on how the maintenance facility appointments are scheduled and processed.

You should immediately contact ConMet to have your vehicles modified. When you call, reference Campaign Number CMI-00-01. The repair kits will be shipped to your designated maintenance facility in an expedited manner, normally overnight. You will need to fill out the attached form and fax it back to ConMet to identify your repair kit type and quantity and for VIN record keeping.

When the modifications have been completed on your vehicle, please ensure that a recall sticker has been affixed on the chassis close to the axles referencing CMI-00-01.

If you do not own the vehicle for which this recall is being sent, please return the notification to the ConMet Field Service Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, please make sure this notification is immediately forwarded to the lessee.

If you are unable to have the defect remedied without charge and within a reasonable time after you tender the vehicle for repair, please contact the ConMet Field Service Department at (800) 574-8473, 8 a.m. to 5 p.m., Pacific time. You may also wish to notify the Administrator, National Highway Traffic Safety Administration, 400 7th Street S.W., Washington, D.C. 20590, or call the toll free Auto Safety Hotline at (800) 424-9393.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

ConMet Field Service

Enclosure: Recall Service Bulletin

Yogesh K. Upadhyaya
387 Seneca Ave.
Middlesex, NJ 08846
Ph: Eve-(732) 583-8855
Day-(215) 785-8853
Fax-(216) 785-8452

December 7, 2000

To,
Mike Rendine, General Manager,
Crystal Auto Mall
220 RTE 22 West,
Green Brook, NJ 08812

Fax (732) 752-1002/ Ph: (732) 968-1000

Dear Sir,

Sub: Car repair problem for my 2000 Toyota Corolla (Lic. # JTI 950)

- 1) I am a loyal customer of Crystal Auto Mall. For the past 3 yrs, I service my Toyota Camry car at your place. In fact, I bought a new 2000 Corolla on 12/31/99 for my wife, from your dealership.
- 2) On 11/24/00 (day after Thanksgiving) We came to your maintenance dept. for oil change for Toyota Corolla. When my wife (Smita) started her Corolla car on 11/27 to go to her work at Bound Brook, she noticed some strong smell of gas leak. After she reached work place, she found out that the fuel injection pipe was completely broken. When she contacted repair dept. for a ride or sending a mechanic at site, she did not get any response. Then she drove the car by herself, with the gas leaking and check engine sign on. (This could have resulted in a fire/explosion or accident).
- 3) After she reached at Crystal, she was told that Crystal warranty is good only for 24 hr. after oil change. Then mechanic (who did the oil change) denied any wrong doing and added that he is not a magician. They informed my wife that she might have to pay for repair. After long argument, they agreed to repair car without any charge and provided her with a loaner car. Smita took the Corolla on the following day (11/28) after it was repaired.
- 4) The next day she found out that while repairing fuel line, the gas pedal has been damaged. Now it is so loose that she has to push it to almost half-way to give even a small gas & it makes siren type loud noise. I talked to Sandra on 12/04 and she told me come back and have the car repaired again. I also talked to Paul on 12/05.
- 5) Now I am hesitate to visit Crystal again to fix the problem because:
-I fear that my car will be damaged again
-It will again involve additional time and energy to get it fixed
-Mechanic may say that there is no problem found or that he has not damaged it.
- 6) Overnight, my car has become old car.
To avoid further hassle and harassment from your mechanics and staff and for the safety of my family members, I would like to return the car to you for a refund.
Please reply.

Sincerely,

YK Upadhyaya
Yogesh Upadhyaya

12/07/2000

Copy to: Dave Edikoff, Parts & Services Director Fax (732) 968-4847/ Ph: (732) 968-1000

Copy to: Pamela, National Customer Relations, Toyota Motor Sales, USA, Inc.

Fax: (310) 381-7482/ Ph: 1-800-331-4331

Copy to: NHTSA Fax (202) 388-7882 Ph: 1-800-424-6363